STATUTORY INSTRUMENTS

1980 No. 1337

HIGHWAYS, ENGLAND AND WALES

The Exeter-Leeds Trunk Road (Chesterfield Inner Relief Road and Slip Roads) (Variation) Order 1980

Made - - - - 3*rd September* 1980

Coming into Operation 1*st October* 1980

The Minister of Transport makes this Order in exercise of powers conferred by sections 7 and 286 of the Highways Act 1959(a) and now vested in him (b) and of all other enabling powers:—

1. The Exeter-Leeds Trunk Road (Chesterfield Inner Relief Road and Slip Roads) Order 1975(c) is hereby varied as follows:—

(*a*) Article 4 shall be deleted and the following article substituted:—

"**4.** The length of the Trunk Road described in Schedule 3 to this Order and shown by broad striped hatching on the deposited plan shall cease to be a trunk road and so much of that length as is situated between the points marked 'A' and 'B' on the deposited plan shall be classified as a principal road and so much of those lengths as are situated between the points marked 'B' and 'C' and between the points marked 'D' and 'E on the deposited plan shall be classified as classified roads as from the date on which the Minister notifies the County Council of Derbyshire that the new trunk roads are open for through traffic.".

(*b*) In Article 5 in the definition of "the deposited plan" after the expression "HA7/2 EM 43" there shall be added the expression "(as varied)" and after the expression "(Chesterfield Inner Relief Road and Slip Roads)" there shall be added the expression "(Variation)".

(*c*) Article 5 shall have added after the definition for "the new trunk roads" the following:—

" 'principal road' as a classification for a highway, means that the highway is a principal road for the purposes of enactments and instruments which refer to highways classified as principal roads and is also classified for the purpose of every other enactment and instrument which refers to highways classified by the Minister;".

(a) 1959 c. 25. (b) S.I. 1970/1681 and 1979/571. (c) S.I. 1975/84.

(*d*) Schedule 1 shall be deleted and the following Schedule substituted:—

"SCHEDULE 1

ROUTE OF THE MAIN NEW TRUNK ROAD

The route of the main new trunk road is a route about 4·31 kilometres (2·68 miles) in length starting at a point on the Trunk Road 71 metres (78 yards) south of its junction with Hasland Road, Chesterfield, then going in a generally northerly direction and ending at a proposed junction with the Unstone-Dronfield By-Pass at Sheepbridge, Chesterfield.".

(*e*) In Schedule 2 paragraph 2, line 1 the expression "Hollis Road" shall be deleted and the expression "Hollis Lane" substituted.

(*f*) Schedule 3 shall be deleted and the following Schedule substituted:—

"SCHEDULE 3

LENGTH OF TRUNK ROAD CEASING TO BE A TRUNK ROAD

The lengths of trunk road ceasing to be trunk roads are shown by broad striped hatching on the deposited plan and are those lengths of the Trunk Road which are situated between:—

(*a*) a point 145 yards north of its junction with Hasland Road, Chesterfield and a point 207 yards south of its southern junction with Saint John's Road;

(*b*) a point 157 yards south of its southern junction with Saint John's Road and a point 87 yards south of that junction; and

(*c*) a point 50 yards north of its northern junction with Saint John's Road and a point 360 yards south of Holland Road, Sheepbridge, Chesterfield.".

2. This order shall come into operation on 1st October 1980 and may be cited as the Exeter-Leeds Trunk Road (Chesterfield Inner Relief Road and Slip Roads) (Variation) Order 1980.

W. P. Jackson,
Regional Director
East Midlands Region
Department of Transport.

Signed by Authority
of the Minister of Transport
3rd September 1980.

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